In the current financial year 2005-2006, there have been 141* consequential train accidents during April to October 2005, as compared to 133* during the corresponding period of last year.

(c) and (d) Safety is the prime concern on Indian Railways and all possible steps are undertaken to prevent accidents. These measures include adoption of suitable and modern technologies for interlocking and signaling system, upgradation of standards of track and rolling stock, modernization of maintenance practices, replacement of overaged assets, upgradation of training aids like simulators, checks on observance of safety precautions and provision of Anti Collision Device.

*Figures are provisional.

Gauge conversion of Jaipur-Ringas-Sikar-Loharu Rail Line

426. SHRI LALIT KISHORE CHATURVEDI: Will the Minister of RAILWAYS be pleased to state:

(a) whether any proposal of gauge conversion on rail route Jaipur-Ringas-Sikar-Loharu in North West Zone is under consideration;

(b) whether the said work is proposed to be covered under BOT; and

(c) if so, by when and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Updating survery for gauge conversion of Loharu-Sikar-Churu-Ringus-Jaipur has been taken up.

(b) and (c) No, Sir. The decision will be based on results of the survey.

Gauge conversion projects

427. SHRI THANGA TAMIL SELVAN: Will the Minister of RAILWAYS be pleased to state:

(a) the total financial allocation for the gauge conversion projects for the past three years, State-wise;

(b) the total number of kilometers converted from metre-gauge to broad-gauge during the past three years, State-wise;

(c) the target fixed by Government for total gauge conversion of all railway lines, State-wise; and

(d) the steps being taken to achieve this target?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) Information is being collected and will be laid on the Table of the House.

Khanna Rail Accident Report

428. SHRI SANTOSH BAGRODIA:
SHRI HARISH RAWAT:
SHRIMATI AMBIKA SONI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Khanna railway accident report has been submitted and if so, the details thereof; and

(b) the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Justice G. C. Garg Commission in his report submitted on 16.7.2004 has concluded that, the rail accident near Khanna occurred on account of a gap created in the continuity of the long welded right rail of the up track on 26.11.1998. Rear right trolley of coach No. 10 of the Up train derailed in the first instance and coaches following that coach continued to derail and started moving in an unguided manner for some distance. One or more than one derailed coaches in that process also capsized and infringed the adjoining down track. Transverse fatigue cracks are the cause of rail failure. The initiation of flaws, which assumed the shape of transverse fatigue cracks, was because of excessive non-metallic inclusions. As a result of detrailment of the coaches of the Up train, the down track was infringed and the down train hit the derailed/capsized coaches of the Up train. The cause as established by the Commission has been accepted by the Government.

Directorate of Track Procurement of Railway Board, Northern Railway, Director General of Supplies & Disposal and Bhilai Steel Plant of Steel Authority of India Limited have been held equally responsible. Primary responsibility of engine crew of Up train has also been accepted.